3.1 PUBLIC POLICY

The following section describes NASA and local policy relevant to planning and redevelopment at Ames Research Center.

While the Ames Research Center is federal property and therefore constitutionally exempt from the application of local land use plans and policies, NASA intends to cooperate with the cities of Sunnyvale and Mountain View and with Santa Clara County on matters of mutual concern. NASA also attempts, whenever possible, to meet local guidelines and standards in order to maintain cooperative relations with these municipalities.

Most of the Bay View area is on lands in which the federal government has a proprietary interest, meaning that it has no legislative jurisdiction. Typically, this status implies that a city or county would provide law enforcement and public safety services to these areas. However, in the case of Moffett Field, the Federal Government has historically provided those services in these areas, and anticipates continuing to do so in the future.

In areas under exclusive federal legislative jurisdiction, personal and real property are not subject to property, or *ad valorem* ("according to the value"), taxes regardless of whether the property is owned by the Federal Government or a non-Federal entity. As such, neither the Federal Government nor non-Federal entities operating under exclusive federal legislative jurisdiction are subject to possessory interest property tax. At Ames Research Center, non-Federal entities, including private corporations and non-profit private and state educational entities, will lease Federal land and construct buildings and other fixtures on-site, and so will not be subject to real or personal property taxes.

A. NASA Policies

Among the laws, plans and policies that guide the National Aeronautics and Space Administration's (NASA's) planning for the future of Ames Research Center are the National Aeronautics and Space Act of 1958 (42 U.S.C. § 2451 *et seq.*), the 1994 Comprehensive Use Plan (CUP) and its Environmental Assessment, and the NASA Ames Proposed Six Point Initiative. This section

of the EIS describes these three documents and their relevance to the current planning effort for Ames Research Center.

1. Space Act

The National Aeronautics and Space Act of 1958 is NASA's implementing legislation that sets its objectives, procedures, and policies. The Space Act focuses on the fundamental principles of the space program: that all activities in space should be peaceful and beneficial to mankind, that the general welfare and security of the United States depend on the development of aeronautical and space activities, and that NASA should have a unique competence in understanding and developing scientific and engineering systems.

In addition, the Space Act states that the aeronautical and space activities of the United States should be conducted so as to contribute materially to one or more of the following objectives:

- Devote space activities to peaceful purposes for the benefit of all mankind.
- Undertake aeronautical and space activities for the nation's welfare and security, and to expand human knowledge of the Earth and of phenomena in the atmosphere and space.
- Seek and encourage the fullest commercial use of space and make available discoveries that have military value or significance to agencies directly concerned with national defense.
- Improve the usefulness, performance, speed, safety, and efficiency of aeronautical and space vehicles.
- Develop and operate vehicles capable of carrying instruments, equipment, supplies, and living organisms through space.
- Preserve the role of the United States as a leader in aeronautical and space science and technology.
- Use the engineering and research resources of the United States effectively.

- Develop ground propulsion, advanced automobile propulsion, and bioengineering research, development and demonstration programs.
- Expand human knowledge of physiological and other human factors necessary to determine the human capacity to adapt to and perform effectively in a space environment.
- Provide for the widest practicable appropriate dissemination of information concerning its activities.[1]

In order to approve any project at Ames Research Center, NASA must find that the project would help to fulfill one or more of these objectives.

2. Comprehensive Use Plan and its Environmental Assessment

NASA's first plan for Ames Research Center after the closure of Naval Air Station (NAS) Moffett Field was the Comprehensive Use Plan (CUP). The CUP and its Environmental Assessment (EA) were adopted as official NASA policy in 1994. They were developed by NASA in order to effectively implement the transfer of the former NAS Moffett Field, with the exception of the military housing areas, which were transferred to the Department of Defense.

The 1994 CUP EA was approved with a mitigated Finding of No Significant Impact in 1994, and is the controlling environmental document for Ames Research Center until the NASA Research Park EIS ROD is signed. The preferred alternative it evaluates is a very general development program for Ames Research Center that does not set specific locations or programs for new buildings. Instead, the CUP proposes an envelope for development of Ames Research Center through the year 2010 with restrictions on population increase, traffic generation, square meters (square footage) developed, and emissions of airborne pollutants. The key restrictions from the CUP EA are that no more than 101,240 square meters (1,089,800 square feet) of new

[1] National Aeronautics and Space Act of 1958 (Public Law 85-568)

building space can be developed on up to 41 hectares (100 acres) of land. Allowed land uses include support for flight operations, research & development, administrative support, operational support, and personnel support, with more than ¾ of the new development devoted to R&D space. In combination with existing personnel at Ames Research Center, new development could lead to a total population of no more than 10,610 employees. Airfield operations could have returned to pre-transfer levels of up to 80,000 flights per year.[2] However, this has been reduced to 24,000 flights per year to accommodate air emission from the baseline construction. Any increase in flights above 24,000 per year would require environmental review and NEPA documentation.

NASA is currently in the design phase for approximately 72,000 square meters (777,000 new square feet) of building space under the CUP EA. This development is included in the baseline throughout this EIS.

3. NASA Ames Proposed Six Point Initiatives

In 1997, as the basis of a joint agreement with the Cities of Mountain View and Sunnyvale, NASA proposed six major initiatives endorsed by the Citizens Advisory Committee, described below in Section 5a. The initiatives were intended to guide development at Ames Research Center to ensure that it would be used in a manner consistent with NASA's mission. These initiatives were:

- Expand commercial space product development
- Expand the Ames Technology Commercialization Center (ATCC)
- Develop Information Technology Institutes(s)
- Develop Astrobiology Institute

[2] Moffett Field Comprehensive Plan, p.40-43, September 1994.

- Develop the California Air and Space Center (reuse of Hangar 1)
- Extend the Bay Trail through Ames Research Center along its northern border[3]

The Six Point Initiatives became the basis of a signed Memorandum of Understanding between the City of Mountain View, the City of Sunnyvale, and NASA regarding the future of Ames Research Center. This Memorandum of Understanding is discussed in detail in subsection E.2 of this chapter.

B. Santa Clara County Policies

Ames Research Center is located mostly in unincorporated Santa Clara County. While it is a federal facility and therefore not subject to the County's land use policies, NASA intends to cooperate with the County whenever possible. Therefore, a review of County land use policies is relevant to this EIS. The two components of Santa Clara County's land use policies that are most relevant to the Center are the County's General Plan and zoning regulations.

1. General Plan

The Santa Clara County General Plan 1995-2010 does not address policies for Ames Research Center directly. There are, however, various elements within the General Plan that relate to Ames Research Center.

a. Land Use Element

Land use policies determine how land can be developed and provide for the overall consistency and compatibility of land uses within the county.

[3] City of Mountain View Memorandum: *Presentation of the Final Report From the Joint Cities of Mountain View and Sunnyvale Community Advisory Committee on Moffett Federal Airfield*. p.5. July 10, 1997.

The Land Use Element of the Santa Clara County General Plan defines the Moffett Federal Airfield area as a "Transportation Facility," while the area west of the airfield is defined as a "Major Public Facility." According to the Plan, the designation "Transportation Facility" applies to airports, bus facilities, and storage yards for road maintenance equipment and supplies. The "Major Public Facility" designation applies to United States government lands used for defense and research, along with other large scale facilities belonging to state, federal or local governments. The General Plan does not attempt to regulate land use at Major Public Facilities, since they are exempt from local land use control.[4]

b. Transportation Element

The Transportation Element of the Santa Clara County General Plan focuses on various goals, strategies, and policies to improve the adequacy of the overall transportation system within the county. The following policies are relevant to planning for Ames Research Center:

- Policy C-TRY:
  Increase the proximity between housing and major employment areas to reduce commute distances and automobile dependancy by:
  - increasing the supply and affordability of units in the northern portions of the county, as well as increasing employment-related land uses in the southern portion of the metropolitan area;
  - applying the concepts of "balanced urban growth and development" in general to both the north and south valley areas;
  - encouraging developers and employers to build on-site or near-site housing for potential workers at a planned commercial or industrial site, the cost of which is matched to the workers' wages;

[4] Santa Clara County General Plan: *Land Use Policies*, Q-13.

- encouraging developers to provide pedestrian and bicycle paths that connect housing and employment sites so as to encourage walking and bicycling.

— Policy C-TR7:
Appropriate urban densities, mixed-use development patterns, and other aspects of urban development which support use of travel alternatives and reduce auto-dependancy should be employed along planned transportation corridors, within designated "urban activity centers," and within redeveloping areas of existing cities.

— Policy C-TR9:
Transportation Demand Management (TDM) measures should be employed to make more efficient use of existing road and highway capacity by increasing vehicle occupancy and reducing the need for commute and other trips. Such measures primarily include, but are not limited to the following:

- employer-based and school-based ridesharing programs
- vanpooling
- expanded use of flex-time and telecommuting
- public transit subsidies, reducing parking, and other "market" approaches

— Policy C-TR12:
It is the goal of this plan to achieve a level-of-service (LOS) no lower than D at peak travel periods on city streets, county roads, expressways, and state highways. However, in certain instances, a lower level of service may be acceptable when LOS D can not practically be achieved.

— Policy C-TR34:
Bicycling and walking should be encouraged and facilitated as energy conserving, non-polluting alternatives to automobile travel.

— Policy C-TR36:
Facilities should be provided to make bicycle and pedestrian travel more safe, direct, convenient and pleasant for commuting and other trips to activity centers and to support the use of other commute alternatives.[5]

c. Resource Conservation Element

The Resources Conservation Element includes a section on Heritage Resources including historical sites, structures, and areas; archeological and paleontological sites and artifacts; and historic and specimen trees. The Scenic Resources section, also within the Resource Conservation Element, is relevant to Ames Research Center. There are various strategies and policies within the Heritage Resources and Scenic Resources sections that are relevant to Ames Research Center.

— Policy C-RC49:
Cultural heritage resources within Santa Clara County should be preserved, restored wherever possible, and commemorated as appropriate for their scientific, cultural, historic and place values.

— Heritage Resources Strategy number 2:
Prevent or minimize adverse impacts on heritage resources.

— Policy C-RC60:
Hillsides, ridgelines, scenic transportation corridors, major county entryways, and other areas designated as being of specific scenic significance should receive additional consideration and protections due to their prominence, visibility, or symbolic value.

[5] Santa Clara County General Plan 1995-2010: *Transportation Chapter*: p. F1-F32.

— Policy C-RC61:
Public and private development and infrastructure located in areas of special scenic significance should not create major, lasting adverse visual impacts.[6]

d. Health and Safety Element

The Health and Safety Element includes sections on air quality, hazardous materials, noise, natural hazards, and aviation safety. Each of these sections has various strategies and policies that are relevant to Ames Research Center.

— Policy C-HS4:
Future growth and development countywide should be managed and accommodated in such a way that it:

" minimizes the cumulative impacts on local, regional, and trans-regional air quality; and

" reduces the general population exposure to levels prescribed by state and/or federal law for urban areas designated as non-attainment areas.

— Policy C-HS8:
Employer-based measures for transportation demand management (TDM) should be instituted to the maximum extent possible for large employers in both public and private sectors to encourage ridesharing and increase average vehicle occupancy rates, reduce peak hour congestion, and facilitate use of public transit.

— Policy C-HS9:
Employer-based ridesharing and TDM should be encouraged as mitigation for traffic generating impacts of new development.

— Hazardous Materials Strategy number 1:
Safely and efficiently manage hazardous materials.

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[6] Santa Clara County General Plan 1995-2010: *Resource Conservation Chapter*, p. H1-H51.

- Policy C-HS14:
  All feasible measures to safely and effectively manage hazardous materials and site hazardous materials treatment facilities should be used, including complying with all federal and state mandates.
- Noise strategy number 1:
  Prevent or minimize noise conflicts.
- Policy C-HS24:
  Environments for all residents of Santa Clara County free from noises that jeopardize their health and well-being should be provided through measures which promote noise and land use compatibility.
- Policy C-HS25:
  Noise impacts from public and private projects should be mitigated.
- Policy C-HS26:
  New development in areas of noise impact (areas subject to sound levels of 55 DNL or greater) should be approved, denied, or conditioned so as to achieve a satisfactory noise level for those who will use or occupy the facility.
- Noise Strategy number 3:
  Minimize exposure to airport noise.
- Policy C-HS33:
  Development in areas of natural hazards should be designed, located, and otherwise regulated to reduce associated risks, by regulating the type, density, and placement of development where it will not:
  - be directly jeopardized by hazards
  - increase hazard potential
  - increase risks to neighboring properties

2. Zoning

According to the Santa Clara County zoning code, Ames Research Center is zoned a combination of A-1 general use , A agricultural, and CG general commercial.

The airfield area at Ames Research Center is zoned as A-1, general use. A general use zoning district allows for general residential and agricultural uses, and through the use permit process, allows for other uses and developments that are appropriate for a particular location, and are consistent with the objectives, goals and policies of the general plan.[7]

The area west of the airfield is zoned A, agriculture. The intent of an agriculture zoning district is to reserve those lands most suitable for agricultural production for agricultural uses, and to retain as open space those lands which may be suitable for future urbanization until such time as public facilities and services can be economically provided, consistent with community plans and objectives. Uses permitted as a matter of right have been found to comply with these criteria:

- The use must be compatible with and not substantially interfere with the continuation of any on or off-site agricultural operation.
- The use should not be of a sensitive nature that would itself be negatively impacted by any existing or future agricultural use on nearby parcels.
- The use will not require public urban service or infrastructure, or establishment of special districts or similar entities.
- The use should be consistent with the rural image of the agricultural area.
- Any new use should be sited to avoid taking the most viable agricultural lands out of active agricultural production (except as permitted elsewhere in this Article or in Article 36: Special Use Regulations).

[7] Santa Clara County Zoning Ordinance, Article 5. 1994

- Any new use should not significantly inhibit the future development of adjacent parcels consistent with General Plan land use designations of nearby cities.
- The use must clearly enhance the long term viability of local agriculture and agricultural lands.

Other uses are permitted within an agricultural zoning district as long as a special permit is secured, or the use is permitted upon securing Architectural and Site Approval, or a combination of these. However, Ames Research Center is not subject to this permitting requirement because it is a federal facility.[8]

A small strip of land within Ames Research Center adjacent to Highway 101 is zoned CG, general commercial. According to the zoning code, a general commercial zoning district is intended to "provide at readily accessible locations a wide variety of retail, service, and administrative establishments which are required to serve a large trading area population."[9] A general commercial zoning district is intended to be applied within urban service areas to appropriate commercial areas so designated by the applicable city general plan. A general commercial zoning district allows for commercial uses, subject to architectural and site approval. Other zoning uses are allowed as long as they are in accordance with the Santa Clara County General Plan and a special permit is obtained. [10] However, Ames Research Center is exempt from this permitting requirement because it is a federal facility.[11]

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[8] Santa Clara County Zoning Code, Chapter 19.22 p. 1

[9] County of Santa Clara Zoning Ordinance: *Article 20*, 1998.

[10] Ibid

[11] Santa Clara County Zoning Code, Chapter 19.22 p. 1

Figure 3.1-1 shows the Santa Clara County zoning designations for Ames Research Center.

3. Santa Clara County Airport Land Use Commission

The Santa Clara County Airport Land Use Commission (ALUC) is charged by the County Board of Supervisors with a variety of functions, including assisting local jurisdictions with planning for compatible land uses around airports, coordinating air transportation planning at the state, regional and local levels, and developing the County's airport land use plan.

Since NASA Ames Research Center is a federal facility, it is not subject to the jurisdiction of the County's ALUC. Although the ALUC may regulate development adjacent to Ames Research Center, none of the project area is within its jurisdiction.

C. City of Mountain View Policies

The City of Mountain View borders Ames Research Center to the south and west, and downtown Mountain View is located 2.4 kilometers (1.5 miles) from NASA's main gate. As shown in Figure 3.1-2, approximately 68 hectares (167 acres) of Ames Research Center is within the City of Mountain View.[12] Approximately 347 hectares (857 acres) of Ames Research Center is within Mountain View's Sphere of Influence.[13]

The City of Mountain View has developed a number of policies that are relevant to current planning efforts at Ames Research Center.

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[12] Nancy Hutar, Mountain View Planning Department, June 26, 2001.

[13] The Sphere of Influence of a city is the area that the Local Agency Formation Commission (LAFCO) has designated for potential future annexation by that city.

1. General Plan

The 1992 Mountain View General Plan states that it is, "imperative that any federal reuse of Ames Research Center occur in the context of close liaison with the City of Mountain View to ensure compatibility."[14] Mountain View policy is also strongly in favor of NASA control of Ames Research Center. General Plan Land Use Policy Number 24 explicitly supports NASA as an important institutional citizen of Mountain View. The General Plan outlines various actions that should be taken in order to support NASA's continued administration of Ames Research Center

a. Land Use Element

Land use policies determine how land can be developed and provide for the overall consistency and compatibility of land uses within a city.

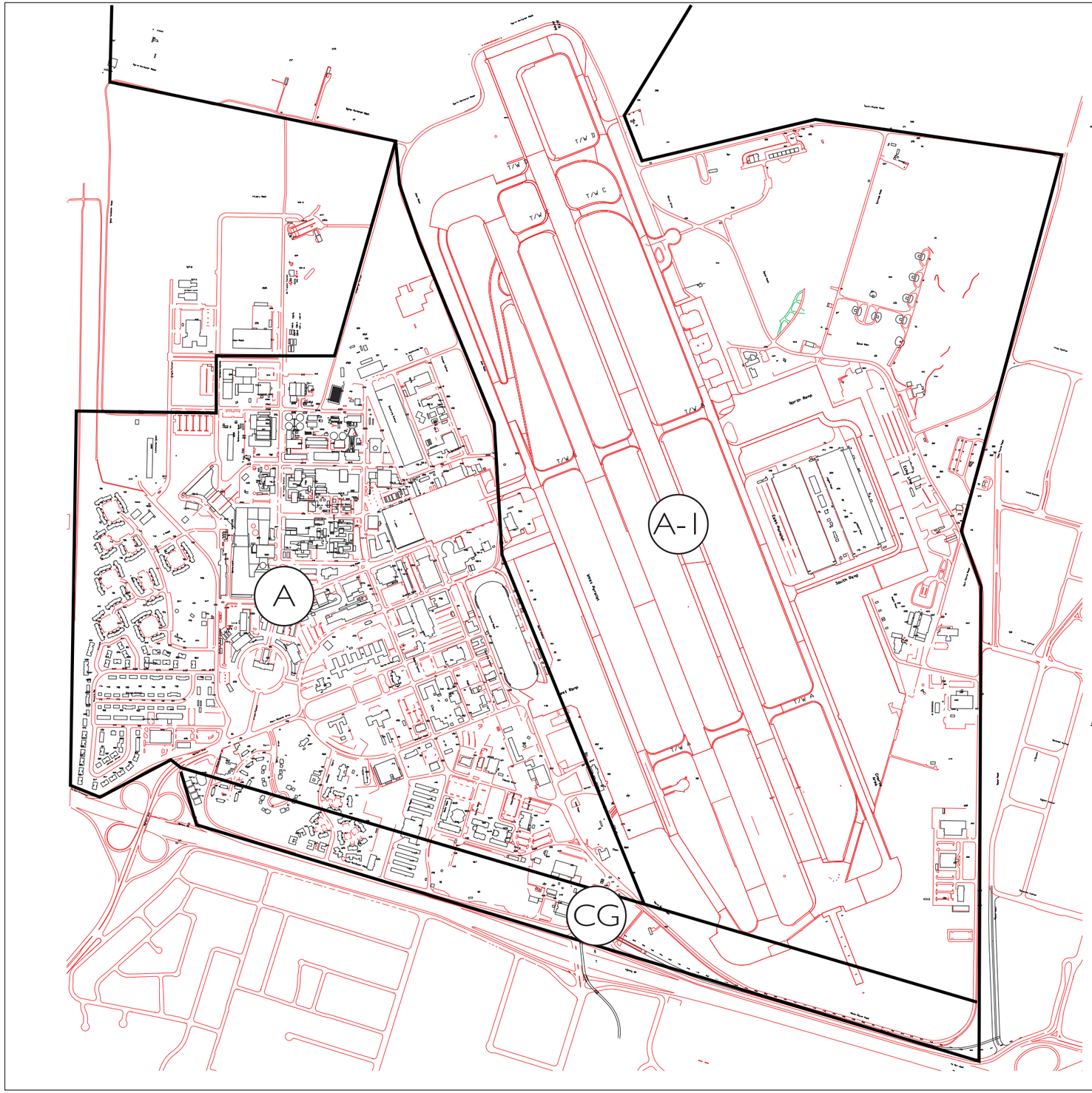
According to the Mountain View land use map, Ames Research Center is an "Institutional Facility." This designation is intended for public and quasi-public uses that serve an important regional function and are vital to Mountain View. The following policies are specific to Ames Research Center:

- Land Use Goal J:
  Support retaining and protecting the City's major institutional facilities.
  - Land Use Policy 23:
    Support NASA/Ames as the future federal operator of Ames Research Center.
  - Land Use Action 23a:
    Ensure that the reuse of Moffett is compatible with City goals, policies, and concerns through coordination with the new federal operator.
  - Land Use Action 23b:
    Monitor the Navy's short-term and long-term transition and clean-up of Ames Research Center.

[14] City of Mountain View 1992 General Plan.

FIGURE 3.1-1

SANTA CLARA COUNTY ZONING DESIGNATIONS



- (A) **Agriculture**
- (A-1) **General Use**
- (CG) **General Commercial**

N

0 76m 152m 305m

0 250ft 500ft 1000ft

NASA AMES RESEARCH CENTER

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- Land Use Action 23c:
  If Ames Research Center is declared surplus, develop a specific plan for the property in cooperation with NASA/Ames and the City of Sunnyvale.

— Land Use Action 24a:
Pursue a potential Air and Space Center as a cultural and educational resource and a public introduction to NASA.

— Land Use Action 24b:
Explore opportunities to reinforce NASA/Ames identification with Mountain View.

— Land Use Action 24c:
Pursue mutually beneficial efforts with NASA/Ames, such as facilitating Light Rail.

— Land Use Action 24d:
Pursue creation of a link between the North Bayshore area and the entrance to NASA/Ames.

In addition to the policy and actions listed above, the text of the Land Use Element of the General Plan contains various goals, actions, and policies that are relevant to Ames Research Center:[15]

— Land Use Goal A:
Promote a pattern of land use that protects the community's health and safety.

- Land Use Policy 1:
  Ensure that new development is built and located to minimize the dangers of flooding, airfield effects, earthquake hazards, and hazardous materials.

[15] City of Mountain View 1992 General Plan: *Community Development Chapter*, p. 11-50.

- Land Use Action 1a:
  Review development applications for consistency with guidelines established in Ames Research Center Air Installation and compatible Use Zone or other airfield safety guidelines.
- Land Use Policy 2:
  Minimize the risks from the use of hazardous materials.

— Land Use Goal B:
Preserve and strengthen Mountain View's identity.

- Land Use Policy 3:
  Emphasize entries to the City and special districts with features that create an original and positive impression.
- Land Use Policy 4:
  Protect significant landmark buildings and features and encourage new ones. (The NASA/Ames wind tunnels and Ames Research Center hangars are identified as landmarks for Mountain View).

— Land Use Goal D:
Encourage development that preserves the beauty of the natural environment.

- Land Use Policy 8:
  Promote the visibility of and safe physical access to San Francisco Bay, the baylands, Stevens Creek, and other natural resources in the City.
- Land Use Policy 9:
  Ensure compatible land uses next to the City's natural resources.
- Land Use Action 9a:
  Use the planning approval process to require mounds, landscaping, and other buffers in private development to protect natural resources from adjacent development.
- Land Use Policy 10:
  Preserve scenic views of the natural landscape.

- Land Use Action 10a:
  Use the development review process to ensure that the design, location, and size of new projects, whenever possible, preserve significant views of the mountains, Bay, wetlands, streams, and other natural resources in the City.
- Land Use Policy 11:
  Encourage building and site design that are compatible with the natural environment and features of the site.

— Land Use Goal G:
Protect Mountain View's historic buildings and districts and encourage their restoration.

- Land Use Action 17c:
  Pursue ways to preserve historic buildings and hangars at Ames Research Center.

— Land Use Goal I:
Cooperate with the school districts to provide educational opportunities.

- Land Use Policy 21:
  Encourage businesses and developers to provide and support childcare services.

— Land Use Goal O:
Preserve and enhance the quality of life enjoyed by residents of the San Francisco Bay Area.

- Land Use Policy 42:
  Strive for a better balance of jobs and housing units in Mountain View.

— Land Use Goal P:
Promote the opportunity to both work and live in Mountain View.

- Land Use Policy 43:

Investigate sites that have the potential to generate new housing, and amend the General Plan and zoning on these sites to residential use when appropriate.

- Land Use Goal Q:
  Coordinate the location, intensity, and mix of land uses with transportation resources.
  - Land Use Policy 44:
    Make land use decisions that support transportation alternatives to the automobile.
  - Land Use Action 44b:
    Prepare land use plans for the Light Rail corridor that will complement and enhance Light Rail use.
  - Land Use Action 44c:
    Work with property owners to facilitate joint development and use of land at Light Rail stations. (The Light Rail line extends from Ames Research Center, through the Middlefield industrial area, along Central Expressway, and into Downtown).
- Land Use Goal S:
  Maintain the predominant low building height in Mountain View, while allowing a limited number of well-designed tall buildings in selected areas of the City.

Figure 3.1-2 shows the General Plan land use designations for the City of Mountain View.

b. Circulation Element

The Circulation Element is concerned with the "movement of people and goods through and around the City." It focuses on the network of freeways, roads, and public transit, bicycle and pedestrian routes, with the goal of making that network as effective as possible while preserving quality of life and protecting the environment.

FIGURE 3.1-2

GENERAL PLAN LAND USE DESIGNATIONS UNDER THE MOUNTAIN VIEW AND SUNNYVALE GENERAL PLANS

Residential:
- Low-density
- Mobilehome Park
- Medium-Low Density
- Medium-High Density
- High Density

Commercial/Office/Industrial:
- Neighborhood Commercial
- General Business
- Linear Commercial
- Industrial

Open Space/Recreation:
- Regional Park
- Agriculture
- Baylands

Public Facilities:
- Institutional
- Sphere of Influence
- City Limits
- ARC Boundary

N

0 76m 152m 305m

0 250ft 500ft 1000ft

NASA AMES RESEARCH CENTER

NASA AMES DEVELOPMENT PLAN FINAL EIS

The Circulation Element of the General Plan outlines various goals, actions, and policies that are relevant to Ames Research Center:[16]

- Land use and transportation are irrevocably connected. They must be carefully balanced as the City and the region continue to evolve.
- Single-passenger autos have strained the regional transportation system to its limits. Much greater emphasis must be placed on alternatives-ridesharing, bus and rail transit, bicycling, and walking.
- The harm that auto use causes to air quality will be a major force behind transportation policies over the next 15 years.
- Transportation facilities should be designed to serve all members of the community - children, seniors, the handicapped, and those who depend on bus and rail for mobility.
- Circulation Policy 4:
  Use peak-hour Level of Service D as the design standard for new or reconstructed streets, intersections, and traffic-control devices on arterials.
- Circulation Policy 6:
  Promote Transportation Demand Management Programs at work sites.
- Circulation Policy 8:
  Require new development to incorporate design features that will strengthen TDM programs.
- Circulation Policy 9:
  Support, where appropriate, improvements that will allow freeways and expressways to operate more efficiently.
  - Circulation Action 9a:
    Improve the U.S. 101/State Route 85 interchange, including modifying Shoreline Boulevard and Moffett Boulevard interchanges. This section of U.S. 101 is severely congested because the interchanges

[16] City of Mountain View 1992 General Plan: *Circulation Chapter*, p.51-78.

for Moffett Boulevard, State Route 85, and Shoreline Boulevard are so close together.

- Circulation Policy 10:
  Improve safety and traffic flow on streets and at congested intersections, where feasible.
- Circulation Policy 16:
  Participate actively with the County Transportation Agency in planning and carrying out the Light Rail Transit extension into Downtown Mountain View.
- Circulation Policy 17:
  Seek to improve access to rail transit in Mountain View.
- Circulation Policy 19:
  Seek to have the County Transit District provide bus service and bus stops wherever there is a demonstrated need in the City.
- Circulation Policy 23:
  Ensure that there is secure bicycle parking at centers of public and private activity.
- Circulation Policy 26:
  Provide a continuous system of sidewalks along streets.
- Circulation Policy 31:
  Reduce the negative effects caused by roadways and rail lines on visual quality, air quality, and noise.
- Circulation Policy 35:
  Ensure that people who are mobility-impaired can conveniently and safely move from parking lots to buildings and transportation boarding areas.

c. Residential Neighborhoods Element:

The intent of the Residential Neighborhoods Element is to preserve and protect the neighborhoods in Mountain View while finding ways to meet community and regional housing needs at the same time. The Residential Neighborhoods

Element outlines various goals, actions, and policies that are relevant to Ames Research Center:

- Neighborhood Goal B:
  Provide affordable housing in a number of locations, in a variety of house types and prices, for purchase and for rent.
  - Neighborhood Policy 2:
    Encourage housing on vacant infill residential land.
  - Neighborhood Policy 3:
    Encourage a mix of housing types, including higher density and lower density housing.

d. Environmental Management Element:

The Environmental Management Element defines the primary methods for putting the City of Mountain View's environmental policies into action. The following goals, actions, and policies found in the Environmental Management Element are relevant to Ames Research Center:

- Environmental Goal B:
  Improve open space areas to provide a diversity of recreational and leisure opportunities for the community.
  - Environmental Policy 3:
    Develop a system of urban trails in Mountain View.
  - Environmental Action 3a:
    Develop a trail along the banks of Stevens Creek.
- Environmental Goal E:
  Protect and improve air quality.
  - Environmental Policy 12:
    Participate in regional planning efforts to improve air quality.
  - Environmental Policy 13:
    Promote local efforts to improve air quality.

- Environmental Policy 15:
  Encourage activities that maintain and improve drinking water quality.
  - Environmental Action 15b:
    Continue to enforce local, State, and federal codes to prevent contamination of ground water resources.
- Environmental Policy 18:
  Recognize that water is a limited resource and encourage water conservation measures where possible.
  - Environmental Policy 20:
    Promote waste reduction methods throughout the City.
- Environmental Policy 23:
  Ensure the proper use, storage, and disposal of toxic chemicals to prevent soil contamination.
- Environmental Goal I:
  Preserve and enhance the diversity of biological resources in Mountain View.
  - Environmental Policy 25:
    Protect and restore plant and wildlife habitats.
  - Environmental Policy 26:
    Protect wildlife from the hazards of urbanization.
- Environmental Policy 20:
  Promote energy conservation.
- Environmental Policy 29:
  Encourage active and passive solar energy design in building and site development.
- Environmental Policy 31:
  Prepare for the destructive force of earthquakes and attempt to lessen their effects.

- Environmental Policy 38:
  For clean-up sites, ensure that hazardous materials are cleaned up before a property is developed or redeveloped.
- Environmental Goal O:
  Reduce noise levels at the source.
  - Environmental Policy 41:
    Restrict noise levels coming from stationary sources.
  - Environmental Action 41a:
    Maintain noise thresholds for each land use category.
  - Environmental Action 41d:
    Encourage NASA/Ames Research Center to reduce and control noise produced by its wind tunnels.
- Environmental Goal P:
  Protect people from the intrusion of noise.
  - Environmental Policy 43:
    Control the path of noise from the source to receiver.
  - Environmental Policy 44:
    Reduce the harmful effects of noise on people.
  - Environmental Action 44c:
    Respond to noise complaints by monitoring the source, suggesting noise mitigation measures, and using code enforcement options when necessary.[17]

2. Zoning

Since Ames Research Center is a federal facility it is not subject to the City's zoning code. The land to the west of Ames Research Center in Mountain View is zoned as public facility, agriculture, two-family residential, planned

[17] City of Mountain View 1992 General Plan: *Environmental Management Chapter*, p.105-143.

community, and general industrial. South of Ames Research Center, the land is zoned as public facility, agriculture, planned community, single-family residential, two-family residential, and multiple-family residential. To the west of North Whisman Road and south of Ames Research Center, the land is zoned as limited industrial.[18] Figure 3.1-3 shows the zoning designations for the land surrounding Ames Research Center.

3. Mountain View City Council Resolution

In July 1999, the Mountain View City Council adopted a resolution opposing the inclusion of Ames Research Center as a potential alternative airport location to be studied as part of the Regional Airport System Plan (RASP). According to the resolution, the City found the inclusion of Ames Research Center as an alternative airport location to be "speculative and inappropriate given the airfield's status as a secure Federal facility under the stewardship of the National Aeronautics and Space Administration (NASA) and also the initiatives NASA is pursuing for future use and development pursuant to the Moffett Community Advisory Committee process." [19]

D. City of Sunnyvale Policies

The City of Sunnyvale borders Ames Research Center to the south and east. Downtown Sunnyvale is located 3.2 kilometers (2 miles) from NASA's south gate. Approximately 400 hectares (1,000 acres) of Ames Research Center is within Sunnyvale's Sphere of Influence. Approximately 14 hectares (35 acres) of Ames Research Center is within Sunnyvale city limits. The City of Sunnyvale has a number of policies that are relevant to the current planning effort at Ames Research Center.

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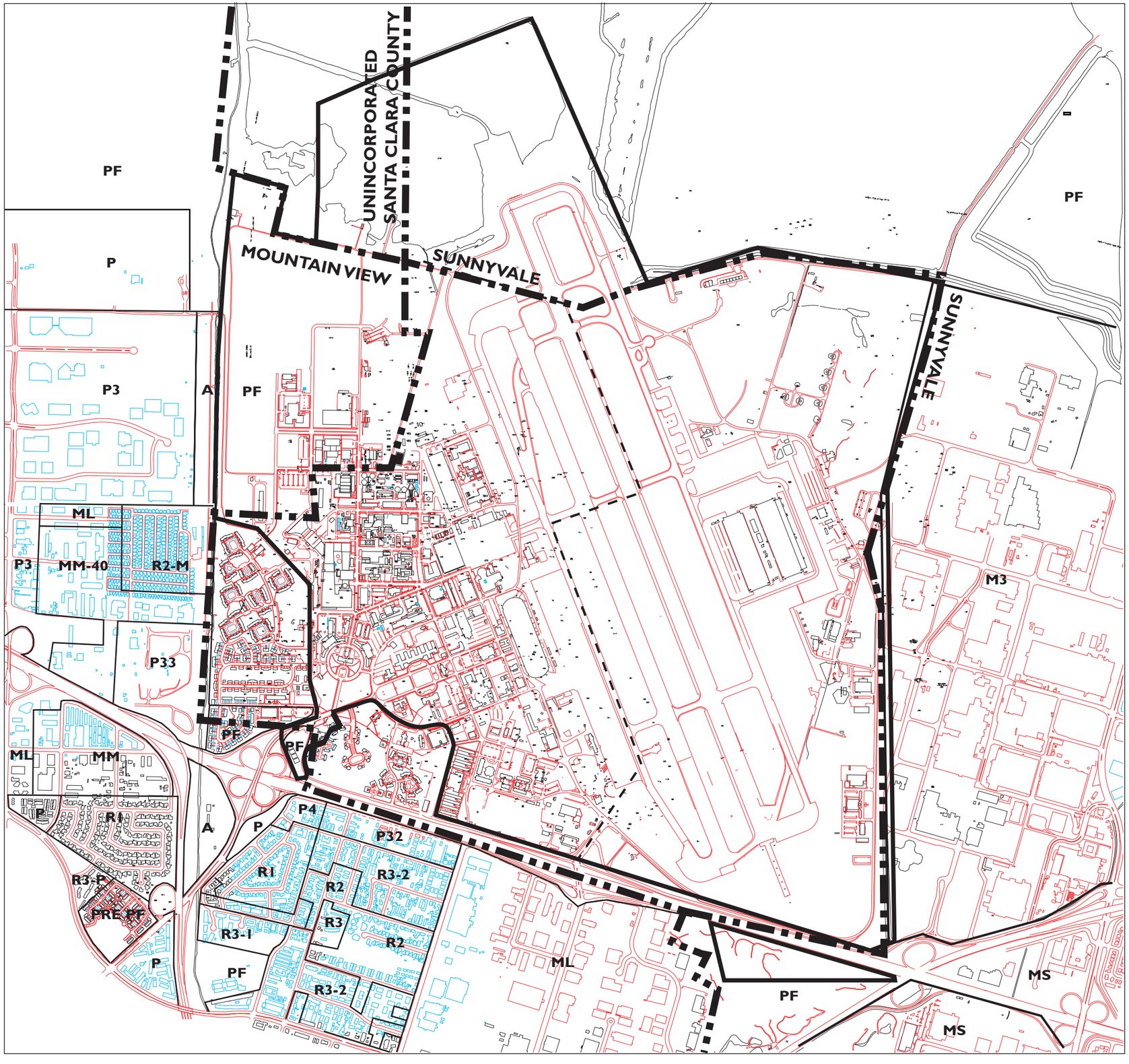
[18] City of Mountain View Zoning Map, 1990.

[19] City of Mountain View letter to the Regional Airport Planning Committee, July 16,1999.

FIGURE 3.1-3

ZONING MAP



A	Agriculture
M3	General Industrial
ML	Limited Industrial
MM	General Industrial
MS	Industrial and Service
P	Planned Community
P#	Precise Plans
PF	Public Facility
PRE	Unincorporated
R1	Single Family
R2	Two Family Residential
R2-M	Mobile Home Residential
R3	Multi-Family Residential
– – –	Sphere of Influence
▬ ▪ ▬	City Limits
▬▬	Ames Research Center Property Boundary

N

0 76m 152m 305m

0 250ft 500ft 1000ft

1. General Plan

According to the 1998 Sunnyvale General Plan, the use of Ames Research Center will continue to be a major issue for the City because of its size, location, and importance to the regional economy. Planning decisions should "establish and/or maintain a safe mix of aviation and land use for the areas affected by Ames Research Center." Under this policy, the City opposes joint civil/military aviation use of Ames Research Center. [20]

a. Land Use and Transportation Element

According to the Land Use and Transportation Element, decisions on the use of land determine the character of the community, its economic vitality, and the future demand for services. The Land Use and Transportation Element emphasizes four broad areas: appropriate housing, a strong economy, transportation efficiency, and community character.

The following goals and policies in the Land Use and Transportation Element of the Sunnyvale General Plan are relevant to Ames Research Center:

- Land Use and Transportation Policy C3.1:
  Achieve an operating level-of-service (LOS) of "D" or better on the city-wide roadways and intersections, as defined by the functional classification of the street system.
- Land Use and Transportation Policy R1.4:
  Achieve an operating level of service "E" or better for all regional roadways and intersections, as defined by the City functional classification of the street system.
- Land Use and Transportation Policy R1.3.2:
  Promote shorter commuter trips and ease congestion by advocating that all communities provide housing and employment opportunities.
- Land Use and Transportation Action N1.14.2:

[20] City of Sunnyvale General Plan: *Community Development Chapter*, section (2.4) p. 7, 1998.

Encourage carpooling to public and quasi-public services to minimize adverse traffic and parking impacts on neighborhoods.

- Land Use and Transportation Action N1.14.4:
  Encourage employers to provide on-site facilities such as usable open space, health club facilities, and child care where appropriate.
- Land Use and Transportation Action R1.9.2:
  Promote modes of travel and actions that reduce single occupant vehicle trips and trip lengths.
- Land Use and Transportation Action R1.10.2:
  Support alternative transportation services, such as light rail, buses, and commuter rail, through appropriate land use planning.
- Land Use and Transportation Action C3.5.4:
  Maximize the provision of bicycle and pedestrian facilities.
- Land Use and Transportation Action C3.5.6:
  Support an efficient and effective paratransit service and transportation facilities for people with special transportation needs.
- Land Use and Transportation Action R1.10.3:
  Encourage a mix of uses near transit centers.
- Land Use and Transportation Action C3.2.3:
  Encourage mixed use developments that provide pedestrian scale and transit oriented services and amenities.
- Land Use and Transportation Policy R1.12:
  Protect the quality of life for residents and businesses in Sunnyvale by actively participating in discussions and decisions on potential uses of Moffett Federal Airfield.
- Land Use and Transportation Action R1.12.1:
  Comprehensively review any proposed aviation services at Moffett that could increase aviation activity or noise exposure.
- Land Use and Transportation Action R1.12.3:

Pursue annexation of that portion of Moffett Federal Airfield within Sunnyvale's Sphere of Influence.

- Land Use and Transportation Action R1.12.2:
  Encourage appropriate uses that best support business and residents' desire in Sunnyvale.
- Land Use and Transportation Action C1.1.3:
  Require appropriate buffers, edges, and transition areas between dissimilar neighborhoods and land uses.
- Land Use and Transportation Policy N1.2:
  Require new development to be compatible with the neighborhood, adjacent land uses, and the transportation system.
- Land Use and Transportation Policy C4.4:
  Encourage sustainable industries that emphasize resource efficiency, environmental responsibility, and the prevention of pollution and waste.[21]

Figure 3.1-2 shows the General Plan land use designations for the City of Sunnyvale.

b. Open Space Sub-Element

The following goals and policies in the Open Space Sub-Element section of the General Plan are relevant to Ames Research Center:

- Open Space Policy 2.2B.2:
  Pursue the acquisition of federal lands currently located at the Moffett Naval Air Station.
- Open Space Policy 2.2B.2a:
  Secure title to the 14-hectare (35-acre) parcel currently leased from the Navy, which is part of the Sunnyvale Municipal Golf Course.

[21] City of Sunnyvale General Plan: *Land Use and Transportation Chapter*, section (2.1) , 1998.

— Open Space Goal 2F:
Encourage efforts by industrial and commercial enterprises in the City to preserve, develop, operate, and maintain open space and recreational facilities that are available to people who live, work or visit in Sunnyvale.[22]

c. Housing and Community Revitalization Element:

The Housing and Community Revitalization Element addresses housing issues and neighborhood quality, and attempts to preserve and enhance Sunnyvale's residential, commercial, and industrial areas. The following goals, policies, and actions within the Housing and Community Revitalization Element are relevant to Ames Research Center:

— Housing Policy 2.3A.1:
Continue to improve, if feasible, the existing housing to jobs ratio.

— Housing Policy 2.3A.2:
Continue to require office and industrial development above a certain intensity to mitigate the demand for housing or provide additional housing.

— Housing Goal 2.3C:
Promote and maintain a diversity in tenure, type, size, location, and cost-of-housing to permit a range of individual choice for all current residents and those expected to become City residents as a result of normal growth processes and employment opportunities.

— Housing Policy 2.3D.2:
Continue to ensure that handicapped persons have access to newly constructed residential developments when required by code and encourage similar access in renovated structures.[23]

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[22] City of Sunnyvale General Plan: *Community Development Chapter*, section (2.2), 1998.

[23] City of Sunnyvale General Plan: *Community Development Chapter*, section (2.3), 1998.

d. Seismic Safety Sub-Element

The Seismic Safety Sub-Element identifies major hazards in Sunnyvale such as earthquakes, fires, and floods. It evaluates existing protective services and suggests options the community might pursue to improve its level of public safety. Sunnyvale sits between two active earthquake fault systems (the San Andreas to the west and the Hayward/Calveras to the east), with other potentially active faults nearby.

The Seismic Safety Sub-Element includes various goals and policies relevant to Ames Research Center:

- Land Use Policy 2.4A.1:
  Evaluate and consider existing seismic potential hazards in developing land use policies. Make land use decisions based on an awareness of the hazards and potential hazards for the specific parcel of land.
- Hazardous Materials Policy 2.4A.3:
  Promote a living and working environment safe from exposure to hazardous materials.
  - Action 2.4A.3c:
    Monitor the work of the Naval Facilities Engineering Command, Western Division (San Bruno), to ensure proper environmental clean-up of Ames Research Center land.
- Aviation Policy 2.4A.4:
  Make planning decisions that establish and/or maintain a safe mix of aviation and land use for the areas affected by Ames Research Center.
  - Action 2.4A.4a:
    Oppose any effort to promote Ames Research Center for civil/general aviation. Consider the Air Installation Compatible Use Zone in

decisions concerning appropriate land use within the vicinity of Ames Research Center.[24]

e. Community Design Sub-Element:

The Community Design Sub-Element addresses the quality of the physical environment in Sunnyvale. The purpose of this sub-element is to establish design policies to guide future growth and enhance existing development. The following goals, policies, and actions are relevant to Ames Research Center:

- Community Design Policy 2.5A.2:
  Ensure that new development is compatible with the character of special districts and residential neighborhoods.
  - Community Design Action A2.5A.2a:
    Maintain design guidelines and policies for new construction in historic districts which define acceptable building styles, shapes, rooflines, colors, materials, fenestration and setbacks and develop new guidelines as needed.
  - Community Design Action 2.5A.2c:
    Continue to encourage infill development or redevelopment which is compatible with the use, density, setbacks, height and, where possible, the predominant building style and size of the surrounding district or neighborhood.
  - Community Design Action 2.5A.3c:
    Continue to preserve buildings with unique historic or architectural value.
- Community Design Policy 2.5B.2:
  Provide a safe and comfortable system of pedestrian and bicycle pathways.

[24] City of Sunnyvale General Plan: *Community Development Chapter*, section (2.4), 1998.

- Community Design Action 2.5B.2b:
  Consider studying alternatives or modifications to monolithic sidewalks to provide traffic buffers for pedestrians.
- Community Design Action 2.5B.2c:
  Consider installing street trees next to the curb along major thoroughfares with significant pedestrian activity or in special areas which would benefit from a unified landscape theme.
- Community Design Action 2.5B.2e:
  Consider installing benches or sidewalks where there are shady resting spots or scenic vistas.

— Community Design Action 2.5C.2a:
Encourage site design which preserves scenic vistas and maximizes solar orientation for heating and cooling.

— Community Design Action 2.5C.2b:
Continue to monitor and develop standards for the preservation of mature trees and landscaping and encourage the preservation of landscaping to be considered early in the site design.[25]

f. Environmental Management

The Environmental Management Element has six sub-elements which focus on water resources, solid waste management, sanitary sewer system, surface runoff, energy, noise, and air quality. The solid waste management section is not relevant to Ames Research Center. The following policies, goals, and action statements related to water resources, energy, noise, and air quality are relevant to Ames Research Center.

[25] City of Sunnyvale General Plan: *Community Development Chapter*, section (2.5), 1998.

- Water Action 3.1B.3a:
  Monitor all known underground contaminations
  - Water Action 3.1B.3b:
    Ensure responsible parties are taking all reasonable steps to clean up known underground contaminations.
- Sanitary Sewer System Goal 3.3A:
  Insure that the quantity and quality of wastes generated does not exceed the capabilities of the transportation and disposal facilities.
- Sanitary Sewer System Policy 3.3A.1:
  City shall provide for limitations on flow generated by new industries and enlargements to existing industries so that the total flow to the Water and Pollution Control Plant will not exceed the safe operating capacity of the plant but under no circumstances is it to exceed 29.5 MGD.
- Sanitary Sewer System Action 3.3A.1a:
  Monitor the generation of industrial wastes by new industries and enlargements of existing industries to insure that the safe treatment capacity is not exceeded at any time.
- Sanitary Sewer System Action 3.3A.1b:
  Enact a sewage discharge moratorium if the average flow to the Water Pollution Control Plant reaches 96 percent (4 percent safety factor) of design flow.
- Sanitary Sewer System Policy 3.3A.2:
  Insure that wastes discharged to the transportation system can be treated by existing treatment processes of the Water Pollution Control Plant.
- Surface Runoff Goal 3.4D:
  Minimize the quantity of runoff and discharge of pollutants to the maximum extent practicable by integrating surface runoff controls into new development and redevelopment land use decisions.
- Energy Goal 3.5A:
  Provide for safe and efficient vehicular movement on streets.

- Energy Policy 3.5B.3:
  Assure the provision of adequate bicycle support facilities at all major bicycle usage locations.
- Energy Policy 3.5B.4:
  Provide a pleasant and safe environment for pedestrian movement.
  - Energy Action 3.5B.4c:
    Separate pedestrian and vehicular traffic where feasible.
- Energy Goal 3.5C:
  Increasing ridesharing, the use of non-auto travel modes, and off peak traveling in order to reduce traffic congestion, energy consumption, and air pollution.
  - Energy Action 3.5C.1a:
    Encourage employers to establish internal carpool and vanpool programs, provide preferential parking for carpools, sell and/or subsidize transit passes for their employees, and establish flexible and/or staggered work hours.
- Energy Goal 3.5D:
  Reduce the consumption of energy through land use and design policies for new and substantially revitalized buildings.
- Energy Policy 3.5D.1:
  Encourage a built environment which uses the properties of nature for building heating and cooling.
- Energy Policy 3.5E.1:
  Promote the energy efficiency of existing buildings.
  - Energy Action 3.5E.1b:
    Encourage passive solar applications in existing buildings.
- Energy Goal 3.5F:
  Conserve energy through the conservation of potable water.

- Noise Goal 3.6A:
  Maintain or achieve a compatible noise environment for all land uses in the community (land use compatibility).
- Noise Policy 3.6A.1:
  Prevent significant noise impacts from new development by applying state noise guidelines and Sunnyvale Municipal Code noise regulations in the evaluation of land use issues and proposals.
  - Noise Action 3.6A.1a:
    Apply the Sunnyvale Municipal Code noise regulations in the evaluation of land uses and proposals. Acoustical analysis may be required to determine if mitigation measures shall be required for the new development. If required, mitigation measures shall be incorporated into the new development that bring the proposed development into conformance with the noise regulations in the Sunnyvale Municipal Code.
- Noise Policy 3.6B.2:
  Support efforts to reduce or mitigate airport noise.
  - Noise Action 3.6B.2a:
    Support the retention of the Airport Land Use Commission.
  - Noise Action 3.6B.2b:
    Support the right of private citizens to sue airports for noise impacts.
  - Noise Action 3.6B.2c:
    Encourage airport operation policies and procedures which reduce the level and frequency of noise as well as other policies and federal funding to alleviate the effects of aircraft noise.
- Noise Policy 3.6B.3:
  Support activities that will minimize the noise impacts of Moffett Federal Airfield.

- Noise Action 3.6B.3a:
  Monitor the annual number of flight operations and evaluate any increases in activity.
- Noise Action 3.6B.3b:
  Encourage NASA to seek ways to minimize flights over the community and manage practice landings.
- Noise Action 3.6B.3c:
  Encourage NASA to continue indirect flight operations over the Bay during evening and nighttime hours.
- Noise Action 3.6B.3d:
  Encourage NASA to continue flight, landing and maintenance procedures which lower noise levels.
- Noise Action 3.6B.3e:
  Encourage NASA to establish a complaint record and response program.
- Noise Action 3.6B.3f:
  Support the continuation of NASA's public information program.
- Noise Action 3.6B.3h:
  Support efforts to limit non-essential air traffic at Moffett Federal Airfield
- Noise Action 3.6B.3i:
  Support federal legislation that requires military and federal aircraft to meet Stage 3 noise requirements similar to commercial aircraft.

— Noise Policy 3.6B.5:
Encourage activities that limit the noise impacts of helicopters.

- Noise Action 3.6B.5a:
  Encourage NASA to direct helicopter flight operations and flight patterns so that they occur over industrial, not residential, areas.

- Air Quality Goal 3.7A:
  Improve Sunnyvale's Air Quality and reduce the exposure of its citizens to air pollutants.
- Air Quality Policy 3.7A.1:
  Require all new developments to utilize site planning to protect citizens from unnecessary exposure to air pollutants.
  - Air Quality Action 7A.2a:
    Develop and maintain a balanced transportation system in Sunnyvale by promoting pedestrian, bicycle and transit modes of travel.
- Air Quality Goal 3.7B:
  Reduce air pollution impacts from future development.
  - Air Quality Action 7B.1b:
    Promote mixed land use development that provides commercial services such as day care, restaurants, banks and stores near employment centers, reducing auto trip generation by promoting pedestrian travel.
- Air Quality Policy 3.7B.2:
  Assist employers in meeting requirements of Transportation Demand Management (TDM) plans for existing and future large employers and participate in the development of TDM plans for employment centers in Sunnyvale.
- Air Quality Policy 3.7B.3:
  Apply the Indirect Source Rule to new development with significant air quality impacts. Indirect Source review would cover commercial and residential projects as well as other land uses that produce or attract motor vehicle traffic.
  - Air Quality Action 3.7B.3a:
    Increase densities near transit stations.
  - Air Quality Action 7B.3b:
    Develop requirements for bicycle and pedestrian facilities.

- Air Quality Action 7B.3c:
  Require site design to encourage transit circulation and stops/waiting areas for transit and carpools.

— Air Quality Goal 3.7C:
Make a contribution towards improving regional air quality.

— Air Quality Policy 3.7B.2:
Improve opportunities for citizens to live and work in close proximity.

— Air Quality Policy 3.7C.3:
Contribute to a reduction in regional vehicle miles traveled.[26]

2. Zoning

Since Ames Research Center is a federal facility, it is not subject to the City's zoning code. The land in Sunnyvale to the east of Ames Research Center is zoned as general industrial. South of Ames Research Center, the land is zoned public facility and general industrial. Further east, approximately 1.6 kilometers (1 mile) past Ames Research Center, there is a mix of low-density residential, low medium-density residential, medium-density residential, and high-density residential zones.[27]

Figure 3.1-3 shows the zoning designations for the land surrounding Ames Research Center.

3. Moffett Park Specific Plan

In January, 2001, the Sunnyvale City Council authorized the preparation of a Specific Plan to guide the development of the Moffett Park Area in Sunnyvale. The Moffett Park Area is located in the northern portion of the City and contains approximately 464 hectares (1,160 acres) bounded by the Ames

[26] City of Sunnyvale General Plan: *Environmental Management Chapter*, section (3).

[27] City of Sunnyvale Zoning Map, 1998.

Research Center to the west, San Francisco Bay to the north, Highway 237 and US 101 Freeways to the south and Caribbean Drive to the east.

The General Plan and Zoning Code currently allow for up to 35 percent floor area ratio (FAR) in the Moffett Park Area for office and industrial uses and up to 50 percent FAR along the transit core. Under the existing General Plan, Moffett Park could develop up to 1.72 million square meters (18.5 million square feet). Currently, the City calculates that the area contains about 1.47 million square meters (15.9 million square feet) of space.

As part of the process to develop the Specific Plan for Moffett Park, the consultant for the City has developed nine alternatives for development. These alternatives are in addition to the No Project alternative, under which there would be no change to existing regulations.

- **Alternative One.** Alternative One would allow for up to 70 percent FAR along the expanded transit core and a 50 percent FAR throughout the remainder of Moffett Park. This would allow for up to 2.67 million square meters (28.8 million square feet) of development which would be the most intensive development option. This would increase the total allowed buildout in the area by 0.96 million square meters (10.3 million square feet), or 1.20 million square meters (12.9 million square feet) above existing conditions.
- **Alternative Two.** Alternative Two would allow for up to a 50 percent FAR throughout Moffett Park which would allow for up to 2.34 million square meters (25.2 million square feet) of development. This would increase the total allowed buildout in the area by 0.62 million square meters (6.7 million square feet), or 0.86 million square meters (9.3 million square feet) above existing conditions.
- **Alternative Three.** Alternative Three would allow for up to a 60 percent FAR along the expanded transit core and up to a 40 percent FAR throughout the remainder of Moffett Park. This would allow for up to 2.21 million square meters (23.8 million square feet) of development. This would increase the total allowed buildout in the area by 0.49 million

square meters (5.3 million square feet), or 0.73 million square meters (7.9 million square feet) above existing conditions.

- **Alternative Four.** Alternative Four would allow for up to a 55 percent FAR along the expanded transit core and a 40 percent FAR throughout the remainder of Moffett Park. This would allow for up to 2.13 million square meters (22.9 million square feet) of development. This would increase the total allowed buildout in the area by 0.41 million square meters (4.4 million square feet), or 0.65 million square meters (7.0 million square feet) above existing conditions.
- **Alternative Five.** Alternative Five would allow for up to a 55 percent FAR along the expanded transit core and a 35 percent FAR throughout the remainder of Moffett Park. This would allow for up to 1.98 million square meters (21.3 million square feet) of development. This would increase the total allowed buildout in the area by 0.26 million square meters (2.8 million square feet), or 0.50 million square meters (5.4 million square feet) above existing conditions.
- **Alternative Six.** Alternative Six would allow for up to a 55 percent FAR along the expanded transit core and a 40 percent FAR throughout the remainder of Moffett Park. In addition, two million square feet of floating development is proposed. This would allow for up to 2.31 million square meters (24.9 million square feet) of development. This would increase the total allowed buildout in the area by 0.59 million square meters (6.4 million square feet), or 0.84 million square meters (9.0 million square feet) above existing conditions.
- **Alternative Seven.** Alternative Seven would allow for up to a 55 percent FAR along the expanded transit core and a 35 percent FAR throughout the remainder of Moffett Park. In addition, two million square feet of floating development is proposed. This would allow for up to 2.16 million square meters (23.3 million square feet) of development. This would increase the total allowed buildout in the area by 0.45 million square

meters (4.8 million square feet), or 0.69 million square meters (7.4 million square feet) above existing conditions.

- **Alternative Eight.** Alternative Eight would have a commercial emphasis including "big box" commercial and higher intensity mixed-use office/commercial uses near transit stations. Commercial uses would also be located along Highway 237. The FAR throughout the remainder of Moffett Park would range from 35 to 50 percent, allowing for up to 1.73 million square meters (18.6 million square feet) of development. This would increase the total allowed buildout in the area by 9,920 square meters (100,000 square feet), or 250,000 square meters (2.7 million square feet) above existing conditions.
- **Alternative Nine.** Alternative Nine would have a residential emphasis including high density residential along with mixed-use and increased pedestrian amenities near transit stations. The FAR throughout the remainder of Moffett Park would range from 35 to 50 percent, allowing for up to 1.58 million square meters (17.1 million square feet) of development. This would reduce the total allowed buildout in the area by 130,000 square meters (1.4 million square feet), and would be 110,000 square meters (1.2 million square feet) above existing conditions.

This information was presented at the third Moffett Park Specific Plan Workshop held on October 10, 2001. These scenarios were refined and presented at another study session held by City Council at the end of November, 2001. The Draft Plan and EIR for the Moffett Park Specific Plan is expected to be completed by October 15, 2002. The anticipated adoption date of the Specific Plan is February 2003.[28]

[28] Erwin Ordonez, Associate Planner at the City of Sunnyvale Department of Community Development, October 11, 2001 and July 11, 2002.

4. Lockheed Master Use Permit

The Lockheed Master Use Permit was approved in December, 1994. The Master Use Permit functions as a Master Plan for a 555-acre site in northern Sunnyvale. The Master Permit guides all phases of development until 2024.

The project site is known as the Lockheed Missiles and Space Company's (LMSC's) Plant 1. The project site is bounded by the San Francisco Bay to the north, the Ames Research Center to the west, Mathilda Avenue to the east and Highway 237 to the south.

The Master Use Permit allows for a series of related development projects that would take place on the same piece of property, and which would be regulated by the Master Use Permit. The Master Use Permit pertains to improvements and additions to building and parking space, on-site circulation, potential provision of a transit center, landscaping, the option for a controlled access perimeter fence, and flood control and drainage improvements. The detailed site plan for the Master Use Permit proposes the addition of 2.9 million square feet of new building space. Office space will comprise 55 percent of new development while manufacturing buildings will comprise the other 45 percent. At total buildout, the site will have 78,200 square meters (8.4 million square feet) of building area at a floor area ratio of 0.35, the maximum allowed under the M-3 zoning designation.

E. Joint Planning Efforts

The Cities of Mountain View and Sunnyvale have engaged in joint planning efforts regarding Ames Research Center both with each other and with NASA. This section describes those joint planning initiatives.

1. Community Advisory Committee

When the decision was first made to decommission Moffett, Mountain View and Sunnyvale were concerned about how the former base would be reused. According to the federal law governing base closures, decommissioned bases

that are not transferred to other federal agencies can only be sold at fair market value for their highest and best use. Because Ames Research Center contained a large functioning airfield, it was widely assumed that it would be reused as a commercial airport. The only way to prevent this was to maintain federal control of the facility.

Mountain View and Sunnyvale were very concerned about the traffic, economic and noise impacts of a new commercial airfield, so they supported NASA's successful bid to take control of the facility. Once under NASA control, airfield use dropped to 24,000 flight operations a year.

NASA began looking for other uses of the airfield. NASA proposed to allow the Air Force to host the Civil Reserve Air Fleet (CRAF) program, a federal program that allows civilian cargo carriers to utilize federal installations during times of peace, with the understanding that in times of emergency or war their planes could be conscripted for federal use. The increased number of flights, well within the cap of 80,000 flight operations per year that NASA was entitled to, was unacceptable to the Cities of Sunnyvale and Mountain View. They convinced NASA to abandon this program, and in 1996 decided to convene a Community Advisory Committee (CAC) to suggest alternatives that would allow NASA to retain administration of Ames Research Center without increasing use of the airfield. The CAC consisted of 19 members: nine each from Mountain View and Sunnyvale, and one representing the Santa Clara County Cities Association.[29]

The CAC examined federal uses for Ames Research Center without limiting itself to the uses proposed in NASA's 1994 Comprehensive Use Plan, described in Chapter 1.

[29] Moffett Federal Airfield CAC Final Report

The CAC developed recommendations to the two City Councils through discussion and public input. The CAC came out in favor of NASA's Six Point Initiative (described on page 3.1-4), and developed recommendations including:

- The Cities of Mountain View and Sunnyvale should continue to work in concert with the NASA Ames Research Center to achieve the communities' desires.
- The Cities of Mountain View and Sunnyvale should continue to work with NASA in implementing its mission, and to provide ongoing community input on airfield operations. A Citizens Advisory Board and other methods may be used in accomplishing this broader goal.
- The Cities of Mountain View and Sunnyvale should assist NASA Ames Research Center in identifying and implementing the land use options as prioritized in this report.[30]

According to the Land Use Compatibility Summary, as determined by CAC consensus, the following land uses were determined to be 'generally acceptable':

- Air shows
- Information Technology Institute(s)
- Astrobiology Institute
- R&D Campus & Light Industrial Park
- Film Studios
- Air and Space Center
- Bay Trail Expansion
- Space Camp Expansion
- Additional Housing[31]

[30] Moffett Federal Airfield CAC Final Report, p. 5, 1997.

[31] Moffett Federal Airfield CAC Final Report, p.7, 1997.

Some potential land uses, such as an aircraft maintenance facility, a Coast Guard facility, wetlands expansion, and a golf course received less broad support from the CAC and were determined to be acceptable only with major qualifications, limiting conditions, or mitigating factors. Finally, a few uses were determined to be unacceptable: a warehouse distribution center, a new 49ers stadium, and a prison or youth correctional center.

The CAC's Summary Report and Recommendations includes a section on airfield operating parameters. The airfield operating parameters are the conditions or restrictions under which an airfield use could be considered at Moffett Federal Airfield:

- Controlled noise levels (especially at night)
- Controlled hours of operation (no night flights)
- Controlled flight patterns (approaches and take-offs over the Bay)
- Controlled bad weather flight operation procedures (no landings during inclement weather conditions)
- Defined level of community control.
- Controlled frequency and number of flights.
- Continued community input on operation procedures.
- No night-time engine testing[32]

The City of Mountain View and the City of Sunnyvale accepted the CAC recommendations with modifications as described below. Both Cities moved the CRAF/Air Cargo proposal from the "conditionally acceptable land uses" category to the "not acceptable land uses" category. The City of Mountain View also deleted the convention center/display hall and aircraft maintenance facility from the "conditionally acceptable land uses" category. The City of

[32] Moffett Federal Airfield CAC Final Report, p.13, 1997.

Sunnyvale chose to defer consideration of all conditionally acceptable land uses unless directed to do so by future council action.[33]

2. Moffett-Cities Agreement

In 1998, the City of Sunnyvale, the City of Mountain View, and NASA signed a Memorandum of Understanding which established a federal-local collaboration to seek to develop a shared-use research and development campus at Ames Research Center. NASA proposed the collaboration in order to enhance Ames Research Center's viability as a technological and economic resource for Silicon Valley and the federal government. The collaboration focuses on five priority areas:

- Pursue the establishment of a non-profit foundation for the California Air and Space Center at Moffett. Mountain View and Sunnyvale have pledged $200,000 each toward the planning and development of the Air and Space Center project.
- Facilitate the development of research institutes and joint ventures with information technology companies to pursue future technologies for aeronautic and space missions.
- Expand the Astrobiology Institute through relationships with various Bay Area universities and 'think tanks.'
- Expand the ATCC that serves as a small business incubator.
- Pursue a variety of revenue-producing partnerships involving government and commercial opportunities that support the mission of NASA.[34]

The agreement establishes a formal process for both cities to work with NASA to achieve these goals while balancing community concerns and NASA's needs.

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[33] City of Mountain View: *City Council Report*, Nov. 25, 1997 and the City of Sunnyvale: *City Council Minutes*, Nov. 25, 1997.

[34] Information obtained from internet on the Moffett-Cities Agreement, 1998.

F. Midpeninsula Regional Open Space District

The *Stevens Creek: A Plan of Opportunities*, *Comprehensive Use and Management Guidelines* describes a basic plan for the portion of the creek adjacent to Shoreline Park and is aimed at integrating Shoreline Park with the creek and the marsh refuge of the Midpeninsula Regional Open Space District (MROSD) within a uniform concept for flood protection, recreational use, and public access.

In order to create a strong functional and physical relationship between the creek, Shoreline Park, and the MROSD's marsh preserve, the plan proposes that the linear dikes on the east and west side of the creek be breached to create a broad, common marshland restoration area. The plan acknowledges that, although breach of the east side levee would allow incorporation of the MROSD marsh refuge into the channel scheme, some flood containment to the east of the refuge may be necessary. Levees could be designed to maximize public use of the marsh refuge area.

G. City of San Jose General Plan

Ames Research Center is approximately 1.6 kilometers (one mile) from the northern edge of the City of San Jose, which requested that this EIS include an analysis of policies of the City of San Jose relevant to the project.

None of the proposed project area is within the City of San Jose, and the City of San Jose General Plan does not contain any goals or policies that refer directly to Ames Research Center or Moffett Field.

San Jose City Council Resolution 66096, dated June 27, 1995, urged the federal government to continue the then-current operations of Moffett Field and Ames Research Center. The resolution also stated that, if federal operation of Moffett Field is discontinued, the City will seek to ensure that the facility is retained as a civil airfield.

H. Bay Conservation and Development Commission Bay Plan

The Bay Conservation and Development Commission (BCDC) is a State-created regional agency with jurisdiction over land uses adjacent to San Francisco Bay, whose authority was created by the McAteer-Petris Act. The BCDC's *San Francisco Bay Plan* contains both the Commission's enforceable policies regarding future uses of the Bay and shoreline, and also includes Bay Plan Maps on which it designates shoreline areas reserved for high priority uses such as airports and seaports.

The federal Coastal Zone Management Act requires federal actions that affect the coastal zone to be consistent, to the maximum extent practicable, with approved State or local coastal zone plans. The BCDC's Bay Plan is the approved coastal zone plan for the San Francisco Bay Area. Bay Plan Map 7 designates Moffett Field as an "Airport Priority Use Area." A conclusion of the Bay Plan is that there are only limited areas of shoreline suitable for "priority uses" such as airports, water-related industries, or wildlife refuges, and that these areas should be reserved specifically for those uses.

The Plan Map policy note regarding this area supports consideration of commercial aviation at Moffett Field when restricted military use is no longer needed. The note also states that Moffett Naval Air Station is not within BCDC permit jurisdiction.

I. MTC 1994 Regional Airport System Plan

The Metropolitan Transportation Commission (MTC) is designated by the federal Secretary of Transportation as the metropolitan planning organization for the nine-county San Francisco Bay area.[35] MTC's *Regional Airport System*

[35] Randy Rentschler, Manager, Legislation and Public Affairs, MTC. Personal communication, May 21, 2002.

Plan (RASP), which was updated in 2000, retains a regional interest in potential civil aviation use of Moffett Field. Specifically, Recommendation 6 of the RASP recommends that the plan "protect future options by indicating a regional interest in civil aviation use of ....Moffett Federal Airfield if th(is) facility becomes available in the future". Recommendation 6 further states that decisions that could foreclose future use of any airfield should be subjected to a focused study on the effect of such closure on local and regional aviation requirements.